

Yokosuka, Ominato, Aomori, Otaru, Wakayama, Sasebo, and Kure. The ship departed Yokosuka on 11 March and headed back to the United States. She arrived at San Francisco on 29 March and began a period of upkeep. On 15 May, the vessel proceeded to San Diego where she remained for two weeks. *Alcyone* continued sailing southward and transited the Panama Canal on 9 June. Five days later, she made port at Norfolk, Va.

Preparations to deactivate the ship soon began. *Alcyone* was decommissioned at the Norfolk Navy Yard, Portsmouth, Va., on 23 July 1946 and was transferred to the War Shipping Administration on 24 July 1946 for disposal. Her name was struck from the Navy list on 15 August 1946. She was sold later that same year and was refitted for service as a merchant vessel.

Alcyone earned eight battle stars for her World War II service.

FS-195 was acquired from the Army on 8 December 1951. She was named *Alcyone*, designated AKL-37, and was transferred to the Republic of Korea on 12 December 1951. The ship served Korea until early in 1960 when—while still in the Orient—she was returned to the custody of the American Navy. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., in June 1960 for scrapping.

Aldebaran

A star of the first magnitude in the constellation Taurus

(AF-10: dp. 13,910 (tl.); l. 459'3"; b. 63'0"; dr. 25'10" (lim.); s. 16.4 k. (tl.); cpl. 287; a. 1 5", 4 3"; cl. *Aldebaran*; T. C2)

SS Stag Hound was laid down on 28 November 1938 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co. under a Maritime Commission contract (MC hull 27); launched on 21 June 1939; sponsored by Mrs. Martha Macy Hill; and delivered to the Grace Lines on 4 December 1939. The cargo ship served that shipping firm for a year before the Navy purchased her on 22 December 1940. Renamed *Aldebaran*, classified a stores ship, and designated AF-10, she was placed in commission, in ordinary, on 26 December 1940. Comdr. Royal Abbott assumed command on 10 January 1941, and *Aldebaran* was placed in full commission at San Francisco on 14 January 1941.

The stores ship embarked upon her first Navy mission on 26 January, departing from San Francisco on a round-trip voyage via Pearl Harbor to Pago Pago, Samoa. Following her maiden mission for the Navy, *Aldebaran* remained at San Francisco until 29 March when she put to sea with a cargo bound for Hawaii. The ship made a seven-day layover at Pearl Harbor between 5 and 12 April and returned to San Francisco on the 18th. Upon her arrival back on the west coast, she entered a civilian drydock at Oakland, Calif., to begin conversion to a fleet provisioning ship. Major modifications were completed by 21 October, and finishing touches were added over the next three weeks. On 14 November, *Aldebaran* departed San Francisco on her way to San Diego. Following a three-day stay at that port between 16 and 19 November, she got underway for Hawaii. The ship discharged cargo at Pearl Harbor during the last six days of November and, after an overnight stop at Maui, headed back to the west coast on 1 December. *Aldebaran* arrived at San Francisco on the 6th. On the following morning, the Japanese attacked Pearl Harbor and plunged the United States into World War II.

The ship embarked upon her first wartime voyage on 17 December. Over the next six months, *Aldebaran* completed four round-trip runs carrying provisions and passengers between San Francisco and Hawaii. She concluded the fourth of those Pearl Harbor shuttle assignments at San Francisco on 6 June 1942.

Her next assignment took the ship beyond Hawaii to the South Pacific. She stood out of San Francisco on 23 June, stopped at Pearl Harbor early in July, and then spent the remainder of the summer of 1942 making calls at ports on the South Pacific circuit. *Aldebaran* visited Samoa, Tongatabu, New Caledonia, and Espiritu Santo before returning to San Francisco on 23 September.

That first wartime series of port calls in the South Pacific established a pattern of operations for her that endured through the next 20 months. *Aldebaran* loaded cargo at San Francisco and then embarked upon long, circuitous voyages that took her back to New Caledonia, Samoa, and Espiritu Santo. New places

also cropped up on her itinerary—Havannah Harbor at Efate, and Purvis Bay, Tulagi, and Guadalcanal in the Solomon Islands. She then returned to San Francisco at the conclusion of all but the last of those long resupply missions.

In May 1944, during the run back to the west coast from Espiritu Santo, *Aldebaran* was diverted to Hawaii to load cargo bound for the Central Pacific. She arrived in Pearl Harbor on 24 May, took on her cargo, and returned to sea on the 29th. The ship entered Kwajalein Atoll in the Marshall Islands on 5 June and spent six days issuing fresh and frozen provisions to ships about to assault the Mariana Islands. She headed back to Pearl Harbor on 12 June and stood into that port on the 18th. *Aldebaran* spent the next nine months carrying provisions to ships at forward bases in the Marshalls and Carolines. Her most frequent ports of call were Eniwetok in the Marshalls and Ulithi in the Carolines; however, she made one visit each to Kwajalein in the Marshalls, Manus in the Admiralty Islands, and Guam in the Marianas. At the conclusion of each supply mission, she returned to either Pearl Harbor or San Francisco to load additional cargo.

On 29 March 1945, *Aldebaran* arrived in San Francisco to complete the last of her resupply missions to ships in the anchorages in the Central Pacific atolls. On 10 April, she departed San Francisco for Pearl Harbor where she spent the period 16 to 21 April fitting out for a new mission, replenishing the fast carriers and their screens at sea. *Aldebaran* stood out of Pearl Harbor on the 21st and arrived in Ulithi on 2 May. There, she reported for duty with Task Unit (TU) 50.8.5, part of the underway replenishment group. She departed Ulithi in company with TU 50.8.5 on May and joined the rest of Task Group (TG) 50.8 at sea. The stores ship spent about five weeks at sea replenishing the warships engaged in the Okinawa campaign before putting in at Guam on 13 June to reload. For the remaining two months of hostilities, *Aldebaran* provided logistics support for the carrier task groups making air strikes on the Japanese home islands, returning periodically to either Guam or Ulithi to restock her larder.

Hostilities ceased on 15 August 1945, but *Aldebaran* continued replenishment-at-sea operations during the initial stages of the occupation of Japan. She was present to Tokyo Bay on 2 September 1945 when Japanese officials signed the surrender document on board *Missouri* (BB-63). For the remainder of 1945, *Aldebaran* provided logistics support for forces occupying Japan and her former conquests. On 17 January 1946, the stores ship departed Taku, China, on her way back to the United States. She arrived in Seattle, Wash., on 31 January and entered the Puget Sound Naval Shipyard a week later for a two-month repair period.

Aldebaran returned to Seattle on 6 April and began preparations for her last voyage to the Far East. On 22 April, she put to sea bound for Japan. The ship reached Yokosuka on 8 May and, from there, continued on to Tsingtao, China, and Okinawa. On 15 June, *Aldebaran* departed Okinawa to return to the United States. Her ultimate destination was the east coast. After a stop at San Pedro, Calif., she resumed her voyage, transited the Panama Canal, and arrived at Bayonne, N.J., on 18 July.

After a voyage to North Africa and western Europe in August and September, *Aldebaran* settled into a routine of operations along the east coast punctuated by voyages to the West Indies to provide logistics support to bases and ships in that region and to participate in exercises. Such pursuits occupied her time for almost 19 months, until the beginning of June 1948. On the 4th, she stood out of Chesapeake Bay to embark upon the first of many missions to the Mediterranean Sea.

For the next two decades, *Aldebaran* alternated between assignments to the Mediterranean Sea and operations in the western Atlantic. Unlike most other ships attached to the 6th Fleet, she did not normally serve extended periods of time in the Mediterranean. Instead, her cruises tended to be about six to ten weeks in duration, and she generally made two or three of them a year. She would remain in the Mediterranean as long as she retained a sufficient stock of provisions for issue. When those stocks began to run low, *Aldebaran* returned to the United States. Turnaround time at home varied. Scheduled overhauls meant extended periods in the United States. In addition, other resupply missions, such as to forces operating in the West Indies, replaced voyages to the Mediterranean on her schedule. Occasional interludes in northern European waters also varied *Aldebaran's* itinerary.

Twice during her postwar career, *Aldebaran* participated in

operations for which she received the Armed Forces Expeditionary Medal. During the summer of 1958, the United States landed marines in Lebanon to help restore domestic order in that country. The stores ship got underway from Norfolk just four days after the landings to provide logistics services to the ships supporting those troops. Four years later, in the fall of 1962, President John F. Kennedy surrounded the island of Cuba with a cordon of warships to stop the flow of Soviet missiles to that island and to force the removal of those already in place. *Aldebaran's* at-sea replenishment capabilities helped those ships maintain a constant vigil thereby contributing to the successful conclusion of the matter.

Aldebaran continued her active service to United States naval forces in the Mediterranean Sea and in the West Indies until mid-1968. On 28 June 1968, she was placed out of commission at Norfolk. Four months later, on 29 October, *Aldebaran* was transferred to the Maritime Administration to be berthed with the National Defense Reserve Fleet at James River, Va. That transfer was made permanent on 30 June 1969. *Aldebaran's* name was struck from the Navy list on 1 June 1973, and she was sold on 14 November 1974 to Andy International, Brownsville, Tex., for scrapping.

Aldebaran was awarded two battle stars during World War II.

Alden

James Alden, Jr.—born on 31 March 1810 in Portland, Maine, and a direct descendent of John Alden, a *Mayflower* pilgrim—was appointed midshipman on 1 April 1828 and spent the initial years of his naval career ashore at the Naval Station, Boston, before he served in the Mediterranean squadron on board the sloop of war *John Adams*. Promoted to passed midshipman on 14 June 1834, Alden then served at the Boston Navy Yard until he was assigned to the exploring expedition under Lt. Charles Wilkes. During the course of this voyage (1838–1842), the officers and men of the expedition were transferred freely from one vessel to another, Alden—promoted to lieutenant on 25 February 1841—concluding the cruise as executive officer of the sloop *Porpoise*. He saw action at Malolo, in the Fiji Islands, on 26 July 1840, in the punitive expedition against the tribe which had mur-

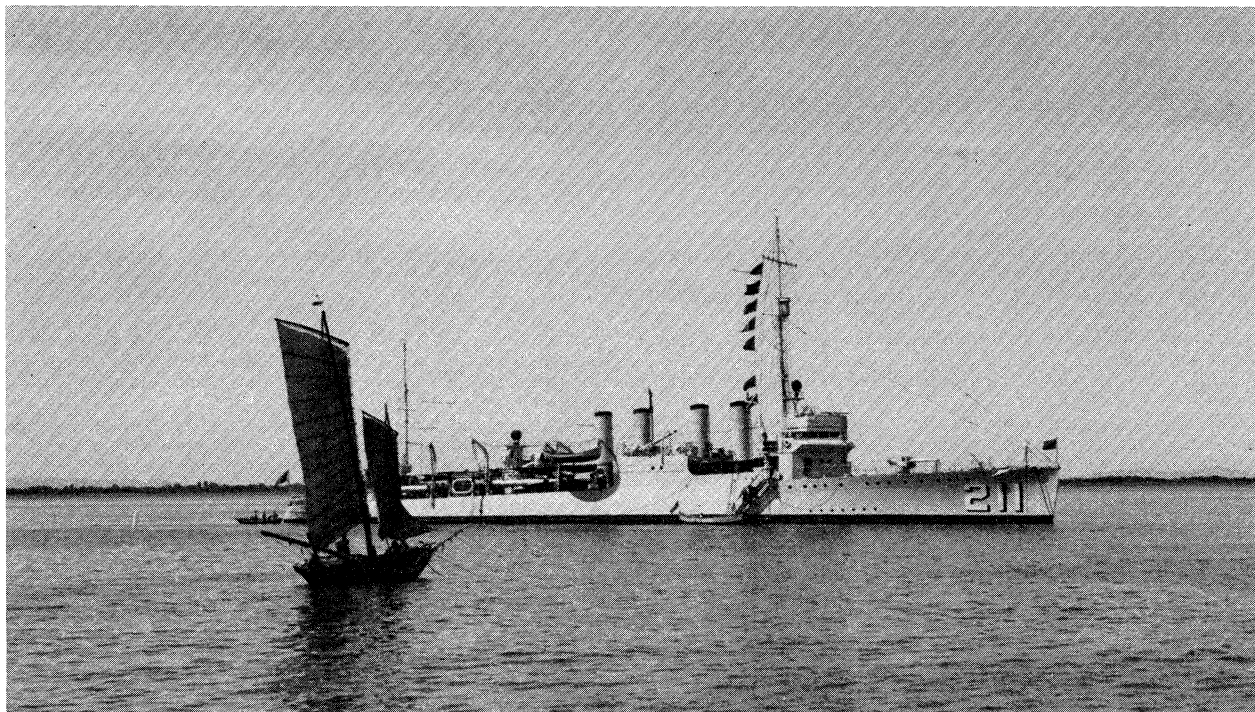
dered Lt. Joseph Underwood and Midshipman Wilkes Henry, the latter a nephew of the expedition's leader, two days before.

After another tour of duty at the naval station at Boston, Alden was assigned to *Constitution*, and circumnavigated the globe in the frigate during her cruise under Capt. John ("Mad Jack") Percival. While serving therein, he commanded a boat expedition that cut out several war junks from under the guns of a fort at Zuron Bay, Cochin China. Later serving in the Home Squadron during the Mexican War (1846), Alden—an adept surveyor—participated in the captures of Veracruz, Tuxpan and Tabasco.

Following the war with Mexico, Alden served as inspector of provisions and clothing at Boston until detached from this duty on 18 May 1849 to go to Washington, D.C., and report to the Secretary of the Treasury for duty with the Coast Survey. From the summer of 1849 to the late winter of 1851, he commanded, in succession, the Coast Survey steamers *John Y. Mason* and *Walker* in survey duty off the eastern seaboard. Assigned to duty on the Pacific coast thereafter, Alden traveled to San Francisco where he ultimately assumed command of the steamer *Active*, and carried out survey work off the west coast into 1860. During this time, on 1 September 1855, he was promoted to commander.

Indian disturbances in the Washington Territory in January 1856 highlighted Alden's tour of duty in command of *Active*; and his ship, joining the sloop-of-war *Decatur* and the steamer *Massachusetts*, proved "of great service" during those troubled times. *Active* operated in the headwaters of Puget Sound, where her presence reassured the settlers. In the summer of 1859, during tensions incident to an American's killing a Britisher's pig on San Juan Island, *Active's* timely arrival at that isle apparently helped to quiet a potentially dangerous situation in what became later known as the "Pig War."

The outbreak of the Civil War in the spring of 1861 found Alden in command of the steamer *South Carolina*, in which he participated in the relief of Fort Pickens. Next given the steam sloop *Richmond*, Alden commanded that ship in the passage of Forts Jackson and St. Philip, and in the engagements with Confederate batteries at Chalmette; twice passing the southern guns at Vicksburg, and in the battle at Port Hudson. Promoted to captain on 2 January 1863, Alden next assumed command of the steam sloop *Brooklyn*, and led that ship in the action with Forts



Alden (DD-211) at Chefoo, China, 1 January 1937, with a small fishing junk in the foreground. (NH 101678)

Gaines and Morgan and with the Confederate gunboats in the Battle of Mobile Bay. While *Brooklyn* was being sent north for repairs, she was attached to the naval forces gathering off Fort Fisher, and took part in both assaults on that Confederate bastion.

Promoted to commodore on 25 July 1866, Alden, over the next two years, commanded, in succession, the steam sloop *Susquehanna* and the steam frigate *Minnesota* before he was given the commandancy of the Mare Island Navy Yard. Appointed Chief of the Bureau of Navigation in April 1869, Alden—promoted to rear admiral on 19 June 1871—returned to sea in 1871 with orders to command the naval force on the European Station.

Departing New York in his flagship, *Wabash*, on 17 November 1871, Alden relieved Rear Admiral Charles S. Boggs at Villefranche, France, on 1 January 1872. Although placed on the retired list on 31 March 1872, Alden remained on active duty commanding the European Fleet until relieved by Rear Admiral A. Ludlow Case at Villefranche on 2 June 1873. His last tour of duty afloat completed, he sailed home in his former command, *Brooklyn*. Alden died at San Francisco on 6 February 1877, but was buried in the city of his birth, Portland, Maine, on 24 February 1877.

(Destroyer No. 211: dp 1,215; l. 310'; b. 30'11½"; s. 35 k; cpl 106; a. 4 4", 1 3", 12 21" tt; cl *Clemson*)

Alden (Destroyer No. 211) was laid down on 24 October 1918 at Philadelphia by the William Cramp and Sons shipyard; launched on 14 May 1919; sponsored by Miss Sarah Alden Dorsey, a niece of the late Rear Admiral Alden; and commissioned on 24 November 1919, Comdr. William Ancrum in command.

Following shakedown training and post-shakedown repairs and alterations, *Alden*, subsequently reclassified to DD-211 during the fleetwide assignment of alphanumeric hull numbers on 17 July 1920, sailed on 5 December 1919 for duty in European waters, proceeding to Constantinople, and thence to Samsun, Turkey.

Alden visited Adriatic ports during the spring of 1920, investigating political conditions and "showing the flag" to protect American interests in the area, her ports of call including Spalato, Gravosa, and Pola. During her trips along the Adriatic coast, she carried mail and passengers, and for a time served as station ship at Venice. Proceeding to Constantinople to participate in relief efforts for refugees from the Russian Civil War, she resumed her Adriatic operations soon thereafter, visiting Cattaro and Spalato before she returned to Venice (12-13 December 1920). Sailing thence, she again visited Spalato and Gravosa, in succession, before she proceeded to Salonika, Greece, where she arrived on 15 December 1920.

Released from duty with the United States Naval Detachment in the Adriatic soon thereafter, *Alden* sailed for the Asiatic Station via the Suez Canal. She ultimately reached Manila, Philippine Islands, on 2 February 1921. Following upkeep at the Asiatic Fleet's base at Cavite, the destroyer sailed for Chinese waters, and arrived at Chefoo on 22 June 1921. She operated out of the Asiatic Fleet destroyers' summer base until 15 September, when she sailed for Shanghai. Assigned special duty, *Alden* wound up her ten-day stay in that port on 27 September and cleared Shanghai for the Yangtze River port of Hankow, which she reached on 1 October. Remaining there until the 7th, she proceeded back to Shanghai, arriving on the 9th to stay only long enough to fuel and take on provisions, before she sailed for the Philippines the same day.

Alden arrived at Cavite on 12 October, but soon shifted to Manila on the 14th for a three-day liberty and recreation port visit. The ship then spent two months operating out of Olongapo on target practice, returning to Manila on 17 December 1921. She then fueled and took on stores at Cavite before she sailed to Mariveles, whence she operated with Asiatic Fleet submarines. *Alden* then conducted long-range battle practice evolutions out of Manila into January 1922. Subsequently, she based temporarily out of Olongapo before undergoing a tender availability alongside *Buffalo* in March. Then, following a stint of target and torpedo practice in the waters of Lingayen Gulf from 13 April to 25 May 1922, the destroyer enjoyed a five-day respite at Manila before she sailed for Shanghai, China, on 3 June and a drydocking in that port. *Alden* then sailed for Japanese waters, visiting the port of Yokohama.

Winding up her deployment in the Asiatic Fleet that summer,

Alden sailed for the United States, and ultimately reached San Francisco on 2 October 1922. She was decommissioned at San Diego on 24 January 1923.

Alden remained inactive through the rest of the 1920's, but was recommissioned at San Diego on 8 May 1930, Lt. Comdr. Lloyd R. Gray in command, and assigned to Destroyer Squadrons, Battle Fleet (later, Destroyers, Battle Force). As part of Destroyer Division (DesDiv) 46, and later as a unit of DesDiv 10, *Alden* was homeported at San Diego, with her home yard at Mare Island. She carried out regular underway training evolutions, with routine periods of upkeep in port over the next six years.

The training for each year culminated in the annual large-scale war games, or fleet problems. Over the next few years, *Alden* participated in six of these. However, she did not participate in Fleet Problem XVII in the spring of 1936 due to DesDiv 10's undergoing two months' overhaul at the Mare Island Navy Yard.

While *Alden* lay at Mare Island, *Smith Thompson* (DD-212), in the Asiatic Fleet, had suffered heavy damage in a collision with *Whipple* (DD-217) on 14 April 1936, and, unfit for further service, had been struck on 19 May. *Alden*, chosen to replace the lost *Smith Thompson*, sailed on 15 July for the Asiatic Station. Stopping briefly at Pearl Harbor, whence she sailed on 21 July, the ship paused at Wake Island, and after a stop at Guam, eventually arrived at Chefoo on 20 August 1936.

Over the next six years, *Alden*—assigned initially to DesDiv 13—steamed north to China in the spring, spent the summer operating out of Chefoo, and returned to the Philippines in the fall for further exercises and upkeep at Cavite over the winter. She carried out this routine against a backdrop of rising Sino-Japanese tension, as a resurgent China feverishly armed itself to deal with Japan. Hostility between these two Asiatic powers had flared and abated as the 1930's wore on, but exploded into open warfare in July 1937.

Since the Sino-Japanese hostilities seemed confined at the outset to North China, Admiral Harry E. Yarnell, Commander in Chief, Asiatic Fleet (CINCAF), felt few reservations about carrying out a planned goodwill cruise to Vladivostok, USSR. *Alden* accompanied the squadron flagship *Paul Jones* (DD-230), her division-mates *Whipple* and *Barker* (DD-213), to sea from their base at Chefoo, and rendezvoused with Admiral Yarnell's flagship, *Augusta* (CA-31), at the end of the afternoon watch on 25 July. Yarnell's ships reached Vladivostok on the morning of the 28th, and remained there until the afternoon of 1 August, in this first visit to a Russian port since the establishment of diplomatic relations with the Soviet Union in 1933. On the latter date, the destroyers sailed for Chefoo and *Augusta* for Tsingtao.

After hostilities broke out at Shanghai in mid-August, the ships of the Asiatic Fleet carried out a curtailed training schedule for the remainder of the summer and into the fall, chiefly standing by to assist Americans who might be affected by the Sino-Japanese War. *Alden* eventually returned to the Philippines for the winter for upkeep and training. One incident, however, interrupted this routine.

Early on the morning of 11 December 1937, *Alden* and *Barker*, then at Manila, received orders to proceed immediately to the aid of the American Dollar liner SS *President Hoover*, which had run aground off Formosa. Due to the urgency of the situation, *Alden* sailed without her captain, Lt. Comdr. Stanley M. Haight, and several officers and men. An amphibian plane from the Asiatic Fleet's utility unit, however, brought Haight out to *Alden*, rendezvoused with the ship and landed nearby. Sea conditions, however, precluded a boat's coming alongside the Grumman JF-2 "Duck," for fear of its damaging the plane's main float. Lt. Comdr. Haight seized the initiative and swam to one of his ship's 26-foot motor whaleboats to be brought on board his ship to assume command.

Alden, resuming her voyage, eventually sighted her destination, Hoishoto Island, at 1245 on the 12th, and immediately requested permission from the captain of the Japanese cruiser *Ashigara* to enter Japanese territorial waters. *Barker* arrived soon thereafter, after which time an officer from *Ashigara* arrived on board *Alden* to give his government's permission to enter and assist *President Hoover*. Anchoring to the westward of Hoishoto, *Alden* remained off that island until 23 December, sending a guard of two officers (Lt. Comdr. Haight and Ens. John H. Parker) and 15 men to protect the considerable amount of mail on board the stranded liner. Early in this period, perhaps incident to the tensions which existed in the wake of the

sinking of the gunboat *Panay* (PR-5) in the Yangtze River by Japanese aircraft on 12 December, *Alden* broke out and stowed in her ready racks 47 rounds of 4-inch service ammunition during the forenoon watch on 14 December.

The following summer, *Alden*, in company with her sister ships and the tender *Black Hawk* (AD-9), visited Haiphong, French Indochina, from 21 to 28 June 1938 before continuing up to Chefoo. With the start of the European war in September 1939, concern over the Japanese taking advantage of the preoccupation of the British and French with European affairs to extend her own sphere of influence prompted increased American vigilance to protect the lives and property of Americans in the Far East. To this end, some of the ships of the Asiatic Fleet's destroyers were rotated to duty with units such as the South China Patrol. *Alden* operated with this command between September and November 1939, before she returned to the Philippines.

The international climate making it dangerous to keep the Asiatic Fleet deployed to Chinese waters, Admiral Thomas C. Hart (who had relieved Admiral Yarnell as CINCAF in July 1939) withdrew it—with the exception of the river gunboats on the Yangtze and South China Patrols—to the Philippines in late 1940. There, in the waters of that archipelago, the fleet prepared for war. *Alden* took part in this training, interspersing it with periods of upkeep at Cavite, into the tense autumn of 1941.

Due to the continued "tense and unpredictable" situation in the Far East at that time, Admiral Hart desired to "obtain additional security from surprise attack" and reduce the possibility of the Japanese cutting off "certain of his surface forces" from British and Dutch bases in the event of war. To that end, on 24 November 1941, CINCAF ordered Task Force 5, formed around *Marblehead* (CL-12), two destroyer divisions (57 and 58, the former including *Alden*) and *Black Hawk*, to the ports of Balikpapan and Tarakan, Borneo. Hart directed the detachment commanders to proceed to these ports for fuel, but to "have difficulty" in doing so, with a view toward lingering in those ports "for a protracted period if necessary."

Alden got underway at 0830 on 25 November 1941, bound for Borneo, accompanying *Black Hawk*, and arrived at Balikpapan on the morning of the 30th. While she lay in that port, the British Admiral Sir Tom Phillips, the newly designated Commander in Chief, Eastern Fleet, flew to Manila for conferences with Admiral Hart on 5 and 6 December. Phillips sought the loan of destroyers from the Asiatic Fleet to help screen his capital ships, but Hart, opining that the British already possessed adequate resources in that department, demurred. Intelligence information disclosing the movement of a Japanese convoy in the Gulf of Siam, however, changed Hart's mind, and as Admiral Phillips resolved to return to Singapore, CINCAF decided to transfer one division of destroyers.

Consequently, *Alden* and three of her sister ships, as well as *Black Hawk*, were soon directed to proceed to Batavia, Java, "for supplies and liberty." Soon after they departed Balikpapan, however, the destroyers received new sailing orders: they were to proceed instead to Singapore, where they were to join Phillips' force formed around the battleship HMS *Prince of Wales* and the battle cruiser HMS *Repulse*.

Alden was en route to her destination when, at 0300 on 8 December 1941, she received word that "war had been started by Japan." At Singapore, reports of a Japanese invasion convoy standing toward Malaya compelled Admiral Phillips to act before his reinforcements could arrive, and he cleared Singapore on the evening of 8 December with *Prince of Wales* and *Repulse*, screened by four destroyers, to seek out the enemy.

Reaching Singapore on the morning of 10 December, *Alden* moored at 1113, and embarked a liaison party consisting of a Royal Navy lieutenant and four signalmen at 1130. She and her sister ships were still preparing for sea as Japanese high-level and torpedo bombers, flying from bases in Indochina, overwhelmed *Prince of Wales* and *Repulse* off Kuantan, Malaya, that same afternoon and sank them both. Underway at 1509, *Alden* and her sister ships soon cleared Singapore, and stood toward the scene of the action in response to Admiral Phillips' desperate signal, sent early in the battle, for destroyer assistance. Accompanying British and Australian destroyers had already rescued the survivors from the two capital ships, however, and were retiring toward Singapore.

Alden and her division mates subsequently entered the waters in which the battle had taken place earlier that day, looking for survivors, but only sighted pieces of wreckage, eventually

winding up the search effort during the mid-watch. En route back to Singapore, *Alden* noted a "probable submarine attack," at 0630 on 11 December, and *Edsall* (DD-219) left the formation to investigate the source of "torpedo wakes" but found nothing. *Alden* and her sister ships reached port on the morning of the 11th, *Alden* mooring alongside the Royal Fleet Auxiliary *Franco* at 1041 to replenish her fuel bunkers. While in port, she half-masted her colors in tribute to the men lost in *Prince of Wales* and *Repulse*. *Alden* remained at Singapore until the morning of the 14th when, after disembarking the Royal Navy liaison party, she got underway with the rest of the division for Surabaya, Java. She reached that Dutch port late on the afternoon of 15 December.

Underway on the 20th for Australian waters, *Alden* sailed for Port Darwin in the screen of *Houston* (CA-30), breaking up the routine of the voyage by sending boarding parties to investigate and establish the friendly character of various small craft and ships sighted en route. She fell in with another formation of American ships moving to Australian waters, *Pecos* (AO-6), *Otus* (AS-20), and *Gold Star* (AG-12), two days before Christmas, and fueled at sea from *Pecos* the same day. The destroyer ultimately saw her charges safely to Darwin, dropping anchor in that north Australian port at 1305 on 28 December.

Alden—soon reassigned to DesDiv 58—spent the next several weeks escorting troop and supply convoys in support of efforts to defend the Malay Barrier. During the course of one such evolution, she was screening the oiler *Trinity* (AO-13) to Port Darwin, on the morning of 20 January 1942, when *Trinity* reported torpedoes fired at her. *Alden* immediately reversed course in the predawn darkness and carried out a depth charge attack, but, in the ensuing moments, lost contact with the "submarine."

"Mindful of leaving (the) convoy unprotected" if she continued to seek out the submarine, *Alden* returned to her screening station and arrived at Port Darwin without further incident. At 1620 that afternoon, though, while she was taking on fuel from the tanker *British Sailor*, *Alden* received orders to accompany *Edsall* to the scene of the above attack. Underway at 1641, leaving a third of her crew behind to break out stores on board *Black Hawk*, *Alden* rushed to the scene, finding an Australian ship already dropping depth charges.

Alden and *Edsall* patrolled one area in proximity of the submarine contact, while two Australian ships patrolled another. *Alden* developed a good contact early the following morning (21 January) and dropped six charges, with no result. A plane from *Langley* (AV-3) reported carrying out an attack on a submarine a short time later, and *Alden* steamed to the scene; seeing oil still rising, she attacked, expending the rest of her depth charges in the tracks. Bringing up more charges from below, the destroyer carried out another attack soon thereafter. Then, having expended her last charge, *Alden* returned to Port Darwin.

Edsall and the Australian ships, accompanied by a PBY, returned to the scene but were unable to locate the slick, last seen by *Alden*, because of a heavy rain squall in the vicinity. A short time later, it was determined that the victim of the earlier attack by *Edsall* and the Australian minesweeper HMAS *Deloraine* was I-124, a large Japanese mine-laying submarine whose mines had already sunk three Allied merchantmen.

Clearing Darwin on 3 February, *Alden* sailed with a convoy, bound for Java. Fueling from *Trinity* en route, the destroyer reached Tjilatjap, on the south coast of Java, late on the afternoon of 10 February. Getting underway late the following day, *Alden* joined *Paul Jones* and the British auxiliary vessel HMS *Ban Hong Liong* on the morning of the 12th, and convoyed the Briton to the port of Koepang, Timor, arriving on the 16th. Returning to Tjilatjap on the morning of the 19th, *Alden* there fueled from *Pecos*. The following day, the destroyer briefly patrolled off the harbor entrance, covering the sortie of *Black Hawk*.

As the Japanese neared Java, the American-British-Dutch-Australian (ABDA) forces began gathering for a show-down. As part of this movement, *Alden* cleared Tjilatjap on the morning of 22 February for Surabaya and, along with *Paul Jones*, screened *Houston* during the passage. The three ships arrived at their destination on the afternoon of the 24th.

Intelligence information indicating the possibility of a Japanese landing attempt in the vicinity, a mixed Dutch and American force (*Houston*, the Dutch cruisers *De Ruyter* and *Java*, two Dutch destroyers, and five American—including *Alden*) stood out after dark on 25 February and conducted a sweep off the

northern coast of Madura Island. Not making any contact, the Allied force returned to Surabaya early the following morning.

Later that same day, 26 February, the commander of the ABDA striking force, the Dutch Rear Admiral Karel Doorman, called a meeting of his commanders, and promulgated his plans to meet the Japanese. At 1922 on 26 February, the striking force, swelled by the arrival of the Australian light cruiser HMAS *Perth*, the British heavy cruiser HMS *Exeter* and three British destroyers, got underway and stood out of Surabaya.

Doorman's force again swept along the north coast of Madura, but then, after having found the waters clear of enemy shipping, at 2212 on 26 February reversed course. During the early morning, the ABDA force continued past Surabaya, and shaped a course toward the entrance to the minefields at 1300 on the 27th. Fresh contact reports, however, indicated the presence of a Japanese force heading south from the vicinity of Bawean Island. At 1500, as *Alden* was about to enter the channel through the minefields, she observed *De Ruyter* reverse course and make a signal: "I am going to intercept an enemy unit." The rest of the ABDA force followed, and stood toward the enemy.

At 1617, *Alden* observed gun flashes as the Japanese ships opened fire, answered shortly thereafter by *Houston*, *De Ruyter* and *Exeter*. The American destroyers, *Alden* steaming second in column, took up their position on the disengaged side of the column of Allied cruisers, to *Java*'s starboard quarter. "Straining every rivet" to keep up with the cruisers, *Alden* and her sister ships made all possible speed. At 1714, observers on board *Alden* noted a Dutch destroyer, *Kortenaer*, take a torpedo which broke her in two. Soon thereafter, the Allied fleet changed course twice, in disarray due the accurate enemy gunfire and the threat posed by his superior torpedoes. The shell-damaged *Exeter* veered out of the allied battle line; to cover her retirement, *Alden* and her sister ships laid smoke.

After he had made one order to counterattack with torpedoes and cancelled it, Rear Admiral Doorman again ordered the destroyers to counterattack. On *Alden*'s bridge, a man remarked: "I always knew these old four pipers would have to go in and save the day." All within earshot laughed, and the comment broke the tension as the American destroyers, the oldest ships in the ABDA line, steered a course toward the Japanese and launched torpedoes from their starboard tubes at 1822. Then, following the movements of *John D. Edwards* ahead, *Alden* reversed course and loosed her port "fish" at 1827. *Alden*'s captain, Lt. Comdr. L. E. Coley, firmly believed that the American destroyers' attack saved *Exeter* from destruction at that time.

Poor visibility and the increasing range soon ended that phase of the battle, and the Allied force retired, Japanese scoutplanes occasionally dropping flares above the Allied ships. At 1958, the ABDA cruiser column turned to westward where, before the night was over, *De Ruyter* and *Java* would be sunk, and *Houston* and *Perth* forced to flee; *Alden* and her sisters turned eastward, to retire independently toward Surabaya, their torpedo stocks exhausted. Entering the minefields at 2230, the American destroyermen anchored their ships at 0210 on 28 February.

Alden remained there throughout the daylight hours. She fueled at Holland Pier and anchored in the harbor, where she observed two waves of enemy high-altitude bombers carry out raids that afternoon. That afternoon, *Alden*'s captain, Lt. Comdr. Coley, noted carrier-type aircraft overhead, indicating that "enemy air activity" would soon be on the increase.

"It seemed that our best chance of getting through to an allied base," Coley wrote later, "was to evade the enemy and trust to the reduced visibility of night to get out of range of enemy aircraft." Given permission to clear out as the noose around *Java* tightened, and to proceed to Exmouth Gulf, Australia, the four destroyers of DesDiv 58 sortied that night, clearing the minefield an hour before midnight on 28 February, their crews at general quarters. *Alden* and the others steamed as close to the *Java* shore as they dared, hugging the coast, and turned, undetected, into Bali Strait. There, however, they soon encountered the Bali Attack Unit consisting of the Japanese destroyers *Hatsuharu*, *Nenohi*, *Wakaba*, and *Hatsushimo*.

Around 0215, *Alden* spotted one destroyer almost due east of her, followed by two or more a short time later. Emerging from the coastal waters to clear a reef, the Americans apparently came into the enemy's sight soon thereafter, since gunfire erupted from the Japanese ships within 15 minutes' time. A five-minute running gun duel ensued between the two groups of de-

stroyers before *Alden* and her sister ships checked fire and laid smoke. At a range of about 12 miles, the Japanese opened up again at 0250; the Americans, however, held their fire, reasoning that the enemy sought to force them into revealing their position by firing back.

Continuing on at 28 knots, the four "four-pipers" emerged from the encounter unscathed. As they neared their destination, Cdr. Thomas H. Binford, Commander, DesDiv 58, paired his ships, the ones with Australian charts (*Alden* and *Paul Jones*), with those which did not (*John D. Edwards* and *John D. Ford* (DD-228)), and the destroyermen reached Fremantle on the afternoon of 4 March 1942.

Reporting to Commander, Australia-New Zealand area, on 28 March 1942, *Alden* operated in the waters of the Southwest Pacific until sailing for Pearl Harbor, reaching her destination on 7 June en route to the west coast of the United States. Following an overhaul at the Mare Island Navy Yard, *Alden* commenced convoy escort duty between San Francisco and Hawaiian waters on 11 August 1942. Over the next eight months, *Alden* carried out this prosaic, but highly important, task until she departed Mare Island on 9 April 1943 for the Caribbean. Transiting the Panama Canal on 16 April and reporting that day to Commander, Caribbean Sea Frontier, she continued on to Trinidad, arriving there on 25 April.

The destroyer spent the next two months shuttling convoys between Trinidad and Guantanamo Bay, before she proceeded north to the New York Navy Yard, which she entered on 28 June for repairs and alterations. Upon completion of this availability, *Alden* sailed for Norfolk on 11 July, and joined a Morocco-bound convoy soon thereafter, reaching Casablanca on 28 July. After returning to the United States via Gibraltar, the ship entered the Charleston (S.C.) Navy Yard for a drydocking on 27 August. She sailed for Port-of-Spain, Trinidad, on 7 September and ultimately proceeded thence to Brazilian waters, reaching Recife on 8 October.

Underway for Caribbean waters on 4 November, *Alden* reached Trinidad ten days later, and sailed on 26 November as escort for the Army transport *George Washington*. Seeing that ship safely to her destination, Key West, Fla., on 1 December, the destroyer proceeded to Charleston, arriving there on the 3d for upkeep. She steamed thence to Casco Bay, Maine, and refresher training, before she headed back to Norfolk, arriving at that port on the last day of the year 1943.

Alden sailed for North African waters on 5 January 1944, in a hunter-killer group formed around the escort carrier *Guadalcanal* (CVE-60). On 16 January, a pair of Grumman TBF-1c "Avengers" from *Guadalcanal*'s Composite Squadron (VC) 13 caught a pair of U-boats on the surface, rendezvousing near the Azores, and attacked, sinking *U-544* before she could transfer radar detection gear to *U-129*. Reaching Casablanca on the 26th, the task unit sailed for the United States three days later, and reached Norfolk on 16 February. Shifting to the Boston Navy Yard for repairs and alterations soon thereafter, *Alden* returned to Norfolk on 12 March.

The destroyer sailed the following day for Tunisia as one of the 16 escort vessels shepherding convoy UGS-36, 72 merchantmen and 18 tank landing ships. Escort vessels drove off what was believed to be a U-boat late on 31 March, and six hours later, early on 1 April, 22 German aircraft attacked UGS-36. *Alden*, in the rear guard, aided in the defense of the convoy, as the escorts shot down two enemy aircraft and probably damaged two others. Ultimately, UGS-36 reached its destination, Bizerte, on 3 April. Nine days later, *Alden* sailed for the United States, reaching Hampton Roads on 1 May.

Following a brief availability at the Boston Navy Yard, *Alden* departed Boston on 27 May for New York, reporting for duty under Commander, Service Force, Atlantic Fleet, soon thereafter. She then operated out of Norfolk during June, principally on local escort duty. During this time, she screened *Wisconsin* (BB-64) during a phase of that new battleship's shakedown training.

Following emergency repairs to a damaged propeller, *Alden* resumed escort operations, this time with *Ellokomin* (AO-55), as she convoyed the ship from Norfolk to Baytown to Galveston, thence to Guantanamo Bay and back to Galveston, before she escorted the oiler on a trip from Galveston to Bermuda, Casco Bay and Norfolk.

Undergoing an availability at the Norfolk Navy Yard upon conclusion of this duty in August 1944, *Alden* escorted *Chicopee*

(AO-34) from Norfolk to Bermuda before the destroyer then conveyed *Aduir* (APA-91) and the ill-fated ammunition ship *Mount Hood* (AE-11) from Norfolk to the Canal Zone. Relieving sister ship *John D Edwards* under the auspices of Commander, Panama Sea Frontier, *Alden* operated in Panama waters as a training ship with submarines into November 1944, after which time the destroyer returned to Norfolk.

After she had suffered damage in a collision with the fast transport *Hayter* (APD-80) on 31 January 1945, *Alden* underwent repairs in the Norfolk Navy Yard. Her availability extended to 28 February, *Alden* emerged from the yard soon thereafter and joined the escort of a Mediterranean-bound convoy, UGF-21, on 1 March. Subsequently returning to the United States with convoy GUF-21, the warship escorted the oiler *Mattaponi* (AO-41) between Bermuda and Guantanamo, and *Chiwawa* (AO-68) between Guantanamo and Bermuda before the destroyer returned to Norfolk. Then, following tender availability at Tompkinsville, *Alden* sailed for Mayport, Fla., on 2 June, where, upon her arrival, she was assigned plane guard duty with *Guadalcanal*, the ship assigned to conduct carrier qualifications for fledgling pilots out of the Naval Air Station at Pensacola. Completing this tour on 13 June, she proceeded thence to the Delaware capes.

Reaching the Philadelphia Naval Shipyard on 15 June 1945, *Alden* was decommissioned there on 15 July 1945. Her name was struck from the Naval Vessel Register on 13 August 1945, and the ship was sold to the Boston Metals Salvage Co., of Baltimore, Md., on 30 November 1945, to be broken up for scrap.

Alden was awarded three battle stars for her World War II service

Alderamin

A star in the constellation Cephei.

(AK-116: dp. 12,350; l. 441'6"; b. 56'11"; dr. 24'6"; s. 12.8 k.; cpl. 198; a. 1 5", 4 40mm., 12 20mm., 1 .30-cal mg.; cl. *Crater*; T. EC2-S-CI)

J S Cullinan was laid down under a Maritime Commission contract (MCE hull 1963) on 5 October 1943 at Houston, Tex., by the Houston Shipbuilding Co.; launched on 13 November 1943; acquired by the Navy and placed in temporary commission as *Alderamin* (AK-116) on 25 November 1943, Comdr. H. B. Olsen in command; proceeded to Mobile, Ala., and decommissioned on 29 November 1943 to undergo conversion for naval service as a cargo ship; and recommissioned at Mobile on 3 April 1944, Comdr. Edward Fluhr in command.

Following shakedown training in the Chesapeake Bay, *Alderamin* sailed to New York City to load cargo for transportation to the Pacific. The vessel made a port call at Guantanamo Bay, Cuba, before transiting the Panama Canal and reporting to the Pacific Fleet on 28 May. She departed the Canal Zone the next day and proceeded independently to Espiritu Santo, New Hebrides. The vessel arrived there on 28 June and began operations with Service Squadron 8, Service Force, Pacific Fleet, as an interisland cargo transport. Among her ports of call were Suva, Fiji Islands; Noumea, New Caledonia; Guadalcanal, Bougainville, Tulagi, and Green Island, Solomon Islands; Russell Islands; Treasury Islands; Manus, Admiralty Islands; Wellington, New Zealand; Eniwetok, Marshall Islands; Iwo Jima, Bonin Islands; Guam, Mariana Islands; and Ulithi, Caroline Islands.

Alderamin was moored at Iwo Jima at the time of the Japanese capitulation on 15 August 1945. She got underway two days later to return to the United States. The vessel made port calls at Eniwetok and Pearl Harbor, Hawaii, before arriving at San Francisco, Calif., on 22 September. She sailed once again on 24 October, bound for Shanghai, China. She touched at Pearl Harbor, Guam, and Samar, Philippine Islands, before reaching Shanghai on 8 December. After taking on military personnel for passage back to the United States, *Alderamin* got underway again on the 11th. On 1 February 1946, she arrived back at San Francisco and debarked her passengers. She then began preparations for deactivation. *Alderamin* was decommissioned on 10 April 1945 and was delivered to the War Shipping Administration for disposal. Her name was struck from the Navy list on 1 May 1946. The ship was later scrapped.

Alecto

One of the furies in Greek mythology.

(AGP-14: dp. 3,960; l. 328"; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 291; a. 8 40mm., 16 20mm.; cl. *Portunus*)

Originally projected as *LST-977*, this vessel was reclassified a motor torpedo boat tender on 12 June 1944; simultaneously named *Alecto* and redesignated AGP-14; laid down on 12 December 1944 at Hingham, Mass., by the Bethlehem-Hingham Shipbuilding Co.; launched on 15 January 1945; acquired by the Navy and placed in commission on 8 February 1945 for movement to Baltimore; decommissioned there on 23 February 1945 for conversion by the Maryland Drydock Co. to a motor torpedo boat tender; and recommissioned on 28 July 1945, Lt. Robert H. Souden in command.

The tender got underway on 6 August for shakedown training in the Chesapeake Bay and, on 2 September, was assigned to Service Forces, Atlantic Fleet. Following a period of training and upkeep at Norfolk, Va., she sailed for Albany, N.Y., on 14 October and arrived there two days later.

Alecto moored at the Army Supply Depot at Albany and began servicing motor torpedo boats. On 10 November, the ship moved to Melville, R.I., and engaged in repair work for Motor Torpedo Boat Squadron (MTBRon) 4. In January 1946, she made two voyages from Melville to Solomons Island, Md., transporting equipment for MTBRon 4 and, from March through May, she was stationed there. She sailed to Charleston, S.C., in early June and was placed out of commission there on 28 June 1946. Her name was struck from the Navy list on 28 June 1947. The vessel was transferred to the government of Turkey on 10 May 1948 and was later renamed *Onaran*.

Alert

I

(SlpW: t. 325; b. 29'; dr. 11'; cpl. 100; a. 2 12-pdrs, 18 32-pdr. car.)

After short service carrying coal from Newcastle upon Tyne, England, to various ports in the British Isles, *Oxford*—a collier built in England in 1803—was purchased by the Royal Navy in May 1804, was converted to a 20-gun sloop of war, and was renamed *Alert*. Little is known of the sloop of war's service in the Royal Navy before the War of 1812. Early in that conflict, in the summer of 1812, *Alert*—under the command of Capt. Thomas L. P. Laugharne, R.N.—was cruising in the North Atlantic west of the Azores about a third of the way between that island group and the Delaware capes when one of her lookouts aloft reported sighting an unidentified vessel. The stranger, which looked like "an English Indianman, captured by the Americans," immediately began clapping on more sail in an apparent effort to flee. Despite the fact that the escaping ship was flying the British flag, Laugharne, hungry for a prize, set out in pursuit of his questionable quarry. However, when *Alert* came within range of her adversary, the seemingly helpless merchantman pulled down her English colors and hoisted the American flag. As the stranger simultaneously cast off her lamb's clothing by removing the covers from her gunports, *Alert* vented her displeasure at the deception by firing a broadside.

The English guns did the American warship little harm, but they received a reply which thoroughly demoralized the British sailors and the officers who commanded them. Only a few minutes after he realized that his ship faced a formidable enemy, Laugharne ordered her colors hauled down, and *Alert* became the prize of Capt. David Porter's frigate *Essex* and had the dubious distinction of being the first British warship to surrender to a fighting ship of the United States Navy during the War of 1812.

Since *Essex* was already carrying a large number of prisoners taken from merchantmen she had captured earlier, and since her own crew had already been depleted to make up the crews for these prizes, Porter put all of the British sailors on board *Alert* and ordered her to carry them to Canada to be exchanged as prisoners of war. At St. John's, Newfoundland, Admiral Sir John T. Duckworth, then the senior officer of the Royal Navy in those

waters, objected that *Alert* was not a true cartel ship since she had not departed from an American port. He argued that allowing ships dispatched at sea to be considered cartel ships would be tantamount to granting all prizes immunity from recapture and would give them ultimate safe conduct to a port friendly to the captor.

However, in this instance, Duckworth felt himself honor-bound to respect Porter's conditions and, therefore, allowed *Alert* to embark some 200 homesick American prisoners of war and sail for New York where she delivered them safely in the early autumn. *Alert* was condemned by the New York Admiralty Court and sold to the United States Navy.

However, the former British sloop of war was found to be unfit for cruising; and she was converted to a storeship by the New York Navy Yard. She served as such in New York harbor until 1818 when she was fitted out for duty as a receiving ship. Her service in that capacity ended in 1829, and *Alert* was then broken up at the Norfolk Navy Yard.

II

(ScTug: t 90; l. 62'; b 17'; dph. 7'; dr. 6'5"; s. 7 k.; cpl. 15; a. 1 24-pdr. r how.)

The second *Alert*—a screw tug built in 1861 at Syracuse, N. Y., under the name *A. C. Powell*—was purchased at New York City by the Navy on 3 October 1861.

Since this small tug's logs prior to 27 January 1865 have been lost, there are several significant gaps in our knowledge of her career. All we know of *A. C. Powell*'s service until early in the summer of 1862 is that she was operating in the sounds of North Carolina on 13 March 1862. We next hear of her on 30 June 1862 when she was detached from the Potomac Flotilla for duty in the North Atlantic Blockading Squadron.

The reassignment was prompted by General Robert E. Lee's success in the Seven Days' Campaign which turned back General McClellan's Union army before Richmond and forced it to seek safety on the banks of the James River under the protection of Federal gunboats. *A. C. Powell*—then under the command of Acting Master Henry H. Foster—was one of several ships of the Union Navy sent to the James to assure Union control of that indispensable waterway.

While the tug was operating on that river, she was renamed *Alert*. Late in President Lincoln decided to withdraw the Army of the Potomac from the peninsula formed by the James and York Rivers and return it to the vicinity of Washington to protect the Union capital, threatened by Lee's Army of Northern Virginia. Secretary of the Navy Gideon Welles called *Alert* back to the Potomac to strengthen the forces which were to meet Lee, but the steamer was undergoing repairs at Newport News and was unable to get underway until after Union soldiers had stopped Lee at Antietam Creek. With Lee's decision to retire into Virginia, the need for *Alert* in the Potomac disappeared, and she remained in the North Atlantic Blockading Squadron.

During most of the remainder of her service the tug acted as a dispatch and picket boat on the James River. She also made occasional runs to the sounds of North Carolina with messages. During these operations, Confederate forces in the waters she frequented were constantly endeavoring to seize Union warships or to destroy them by guile. For instance, on 12 November 1862, Capt. Thomas Turner, the senior Union naval officer in the Hampton Roads-Norfolk area, warned *Alert* that "... the enemy is preparing ... an expedition of armed launches [to be] sent down close inshore in the darkness of the night until they get abreast of you." The admonition for "... the officers and men to be constantly on the watch ..." was especially important since *Alert* often served as tender to *Philadelphia*, the flag steamer of Acting Rear Admiral Samuel Phillips Lee who commanded the Union squadron.

Union warships on the James also cooperated with Army forces. In mid-January 1863, Major General John A. Dix notified Admiral Lee that there were "... indications of activity on the part of the enemy ..." in the Dismal Swamp-Suffolk area. Since a major Confederate movement in that vicinity could jeopardize the entire Union hold on the south bank of the James, Admiral Lee ordered *Alert* and her sister warships to ready themselves to help turn back the Southern thrust should it come.

Almost three months passed before that particular threat materialized. Early in April, Confederate General Robert E.

Lee detached Lieutenant General Longstreet's corps from the Army of Northern Virginia to forage for supplies. Longstreet, apparently hoping to improve the South's strategic position while finding food for General Lee's soldiers, headed for Suffolk. When the Union Army called on the Navy for help, Admiral Lee ordered Lt. William B. Cushing to lead a group of gunboats up the Nansemond River, a tributary of the James, to assist Major General Peck's troops as they tried to stop Longstreet's advance.

Alert ascended the Nansemond with Cushing on 12 April and, for the next three weeks, participated in almost daily duels with Confederate shore batteries. Because of her light draft, she moved above the bar of the river into the narrower, shallower, and more dangerous part of the stream near Suffolk where the fighting was fiercest. The afternoon of the next day, her rudder was severely damaged requiring her to return briefly to Norfolk to have it replaced. The repair work was completed on the afternoon of the 16th, and the tug returned to the Nansemond and fought there through the end of the month.

Her vigorous fight and that of her sister ships prevented the Southern forces from dislodging Major General Peck's troops from their defensive works and finally prompted Longstreet to withdraw—a movement hastened by a message from General R. E. Lee who was about to engage the Union Army at Chancellorsville.

On 31 August 1863, the tug caught fire while moored in the Norfolk Navy Yard and sank. She was soon raised and, by October, had returned to duty.

In January 1864 work to fit her with torpedo apparatus began, but the experiment proved to be unsuccessful. As a result, the tug returned to duty in the James in May.

On 2 February 1865, *Alert* was renamed *Watch*. Her work on the James reached its climax early in April when she participated in the naval expedition to Richmond which took President Lincoln to the former Confederate capital. Soon thereafter, she left that river and raced to the Potomac, presumably to try to cut off the escape of the assassin, John Wilkes Booth, who had shot the President.

Following the collapse of the Confederacy, *Watch* was decommissioned at the Washington Navy Yard on 26 May 1865. She was sold at auction there to Robert Lear on 5 July 1865. Redocumented as *Watch* on 2 August 1865, she served as a merchant tug until abandoned in 1886.

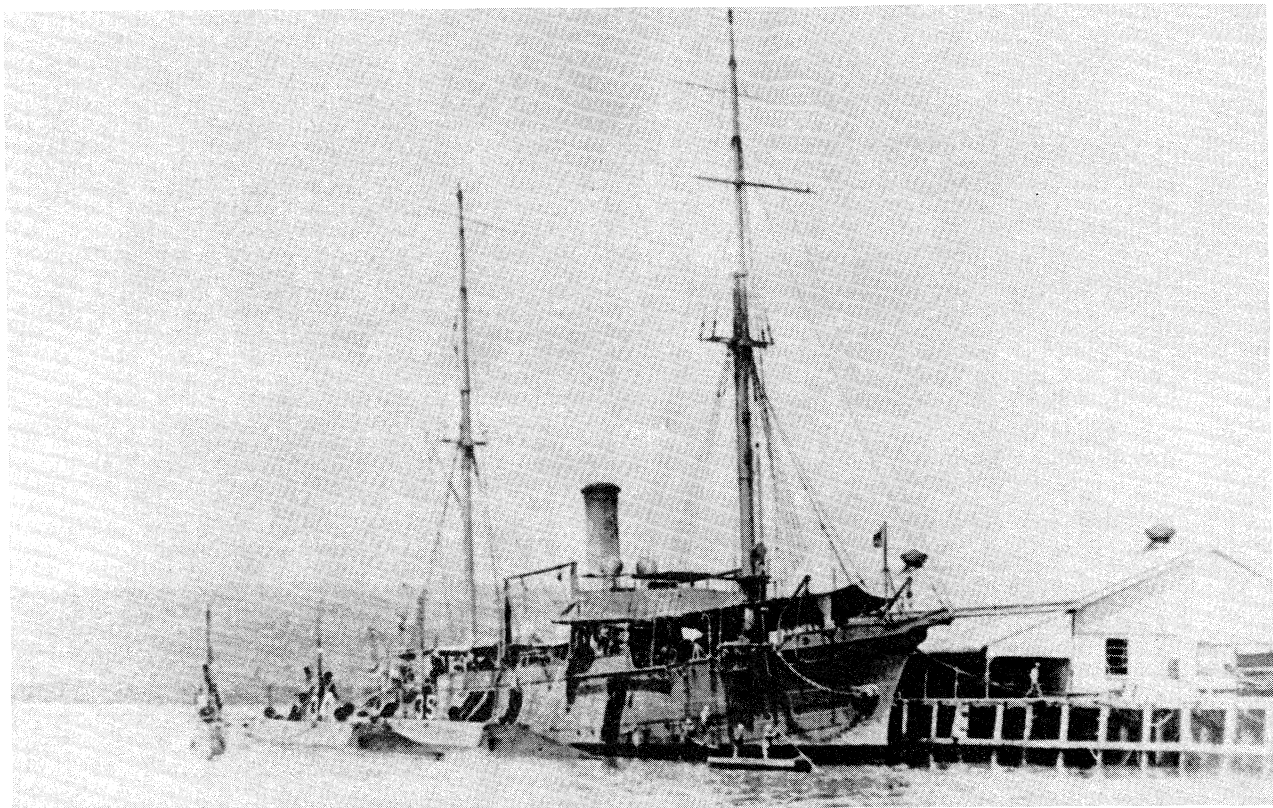
The keel of a projected *Resaca*-class screw sloop of war named *Alert* was laid down by the Washington Navy Yard early in 1865; and her machinery was to be built by the Portsmouth (N.H.) Navy Yard. However, the Navy's need for such a warship disappeared with the end of the Civil War; and the order for her construction was canceled in 1866.

III

(ScStr: dp. 1,020; l. 199'9"; b 32'0"; dr 13' (mean); s. 10 k.; cpl. 202; a. 1 11' sb, 2 9" sb., 1 60-pdr. r., spar torpedoes; cl. *Alert*)

The third *Alert*—an iron-hulled, screw steamer—was laid down in 1873 at Chester, Pa., by John Roach & Son; launched on 18 September 1874; and commissioned on 27 May 1875, Comdr. William T. Sampson in command.

The screw steamer spent the first year of her Navy career attached to the North Atlantic Station. During the summer, she wore the flag of Rear Admiral C. R. Perry Rodgers, Superintendent of the Naval Academy, and hosted cadet-midshipmen on board for practical training in the operation of steam propulsion equipment—all as a part of the Academy's practice cruise for 1875. *Alert* operated out of ports on the Atlantic coast during the fall and winter of 1875 and 1876 until departing New York on 26 May 1876 on the first leg of a voyage to the Asiatic Station. Proceeding by way of the Mediterranean Sea and the relatively new Suez Canal, she stopped at Gibraltar, Malta, and Aden before reaching Hong Kong on 11 September. For almost three years, the ship cruised the waters around Japan and along the Chinese coast, showing the flag at such places as Yokohama, Nagasaki, Kobe, and Hakodate in Japan, and Hong Kong, Shanghai, Amoy, and Swatow in China. Unlike modern goodwill visits, her port calls frequently could be measured in terms of weeks and months rather than days. When at sea, she charted hydrographic



Alert (Submarine Tender No. 4), serving as tender for the Third Submarine Division of the Pacific Fleet, lying alongside the wharf at Kuahua Island, U.S. Naval Station, Pearl Harbor, 22 August 1917. *K-3* (Submarine No. 34) and *K-4* (Submarine No. 35) are identifiable alongside; the unidentified "boat" is probably either *K-7* (Submarine No. 38) or *K-8* (Submarine No. 39). (NH 83866)

features, investigated maritime disasters, and performed humanitarian services for the victims of those disasters.

On 4 January 1879, *Alert* departed Yokohama on her way back to the United States. She arrived at the Mare Island Navy Yard on 24 February and began a six-month repair period. On 30 August 1879, the warship set sail from San Francisco on her way back to the Asiatic Station. The steamer arrived in Yokohama on 6 October and commenced 32 months of service in the Far East. In addition to the normal port visits and wreck investigations, she did survey work in the Bonin Islands during the spring and summer of 1881. On 11 January 1882, *Alert* stood out of Hong Kong and embarked upon a voyage that took her to a number of places in the Orient that she had not previously visited. Her itinerary during that cruise included Saigon, Bangkok, and Singapore in southeast Asia; Batavia (now Djakarta) and Sarawak in the Netherlands East Indies (now Indonesia); and Labuan, Iloilo and Manila in the Philippines. She returned to Japan via Hong Kong, and, on 15 April 1882, while steaming from Kobe to Yokohama, suffered damage as a result of being rammed by the Japanese Emperor's yacht. On 15 June, the ship left Yokohama again for the United States. She arrived in San Francisco, Calif., on 18 July, and, on the 31st, she was placed out of commission at the Mare Island Navy Yard.

The warship remained inactive at Mare Island until recommissioned on 8 October 1883 for another tour of duty on the Asiatic Station. On 23 November, she put to sea on the long voyage to the Orient. She arrived in Nagasaki, Japan, on 18 February 1884 and spent the next 20 months operating almost exclusively in the East China Sea and the Yellow Sea, calling frequently at Nagasaki and at Chemulpo (now Incheon), Korea. *Alert* widened her horizons in the fall of 1885 with more frequent visits to Chinese ports; and, during the early months of 1886, extended her range still farther to include southeast Asian ports, notably Bangkok and Singapore. In March, she stopped at Hong Kong and Canton. On 19 April, the warship returned to Japan at Yokohama. That

port and Hakodate served as the foci of her operations until the first week in August. *Alert* put to sea from the latter on 5 August 1886, beginning a voyage back to the United States. She entered San Francisco on 10 September and went out of commission there on 23 September 1886.

Recommissioned at the Mare Island Navy Yard on 15 January 1887, for service on the Pacific Station, the warship departed San Francisco on 23 February and headed down the coast of Mexico toward Central and South America. She arrived off the coast of Panama—then still a province of Colombia—on 7 May. For the next 15 months, *Alert* plied the waters along the west coast of Central and South America between Panama and Peru keeping a watchful eye on the interests of the United States in a region of perennial turmoil. On 11 August 1888, she set sail from Callao, Peru, bound for Hawaii—then still an independent kingdom but heavily influenced by American residents. *Alert* arrived in Honolulu on 15 September and remained in the islands until the spring of 1889.

The ship's departure from Hawaii came in response to a maritime disaster at Samoa. Diplomatic relations strained by efforts to achieve political dominance in Samoa had brought together in Apia, Samoa, seven warships belonging to three nations. The naval strength gathered there consisted of the American ships *Nipsic*, *Trenton*, and *Vandalia*; the Germans SMS *Adler*, SMS *Eber*, and SMS *Olga*; and the lone British man-of-war HMS *Calliope*. On 15 March 1889, a hurricane struck Apia trapping the three American and three German warships in the harbor. Only HMS *Calliope* succeeded in escaping to sea early on the 16th. By the morning of the 16th, the storm increased in ferocity and battered the six remaining vessels unmercifully. All three German ships sank, as did *Trenton* and *Vandalia*. *Nipsic*, though severely damaged, managed to beach and survive the storm.

Alert left Honolulu on 18 April and set a course for Samoa to provide assistance and to escort *Nipsic* to a repair facility. She reached Apia on 3 May and remained there six days. On 9 May,

she stood out of Apia with *Nipsic* bound for Auckland, N.Z., but heavy seas forced the two warships back to Apia. From there, they moved to Pago Pago, whence they departed on the 31st. *Alert* left *Nipsic* at Fanning Island on 14 June and continued on alone to Honolulu. She returned a month later, and the two warships put to sea for the last leg of the voyage to Honolulu where they arrived on 2 August.

The steamer remained in the Hawaiian Islands until she set sail for the United States on 21 November. She arrived in San Francisco on 9 December and was decommissioned at the Mare Island Navy Yard on 6 February 1890.

Alert remained there, inactive, until recommissioned on 9 October 1890, Comdr. R. D. Hitchcock in command. She served initially on the Pacific Station, but departed Mare Island on 18 June 1891 for a summer of duty in the Bering Sea discouraging seal poachers before continuing on to permanent duty on the Asiatic Station. The warship left Unalaska on 22 August and arrived in Yokohama on 10 September. She spent the next two years cruising the waters along the Japanese, Korean, and Chinese coasts and visiting most of the major ports in the area. As in the past, her primary missions consisted of keeping an eye on American interests and showing the flag.

In the summer of 1893, orders arrived sending the ship back to the United States. She departed Yokohama on 15 August; arrived in San Francisco on 21 September; and, two days later, was placed out of commission at the Mare Island Navy Yard.

On 2 April 1894, *Alert* was recommissioned, Comdr. W. A. Morgan in command. Assigned to the Pacific Station once again, she returned to the Bering Sea late in May for a summer of duty suppressing seal poachers. The warship finished that assignment in mid-September and arrived back at San Francisco on the 27th. The following day, she moved to the Mare Island Navy Yard and remained there through the end of the year. On 24 January 1895, *Alert* departed Mare Island to take up duty off the Pacific coasts of Central and South America. Proceeding via San Diego and Acapulco, she reached San Jose, Guatemala, on 15 February. The vessel cruised along the Latin American littoral between Guatemala and Peru for over 16 months keeping watch over American interests in the region. On 2 June 1896, she departed La Libertad, Salvador (now El Salvador), to return home. After stops at several Mexican ports and at San Diego, she reached San Francisco on 17 July.

The steamer remained in the San Francisco Bay area almost two months, spending about half that time at the Mare Island Navy Yard. Between 10 September and 10 October, she made a round-trip cruise to Port Angeles, Wash. On 18 November, she stood out of San Francisco Bay on her way to conduct drills and gunnery exercises in the Hawaiian Islands. The warship arrived in Honolulu on 9 December and remained in the islands through most of the first three months of 1897. On 22 March of that year, she left Honolulu, set a course for California, and reentered San Francisco harbor on 4 April. After almost two months at San Francisco—five weeks of which were spent at the Mare Island Navy Yard—she embarked upon a voyage to Sitka, Alaska, and back.

The ship returned to San Francisco on 13 July and commenced a two-month sojourn there. On 18 September, she headed back down the west coast to Central American waters and operated off the coast of Guatemala from 4 October to 6 November before heading back to San Francisco. *Alert* arrived there on 29 November and did not put to sea again until sailing for Nicaraguan waters on 8 January 1898. She patrolled the Pacific coast of Nicaragua for almost four months before heading north once more on 29 April. *Alert* reached San Francisco on 21 May, moved to the Mare Island Navy Yard on the 23d, and was decommissioned there on 4 June 1898.

Following nearly three years of inactivity, the veteran steamer was recommissioned on 11 May 1901, Comdr. Gottfried Blocklinger in command and was assigned to the Pacific Station as a training vessel for apprentice sailors. In that capacity, she made short cruises along the California coast until decommissioned again on 10 December 1903. She was berthed in the Mare Island Navy Yard until transferred on loan to the California Naval Militia sometime early in 1907.

Although returned to the Navy on 27 February 1910, *Alert* was not reactivated until almost two years later. On 25 January 1912, she was placed in commission, in reserve, Lt. Charles E. Smith in command, in connection with her fitting out for service as a submarine tender. She was placed in full commission on 1 July 1912, Lt. Charles E. Smith still in command.

Alert tended submarines for the Torpedo Flotilla, Pacific Fleet, until late in 1917. In executing her new duties, she made short voyages along the California coast in much the same manner as she had done while serving as an apprentice training vessel.

The entry of the United States into World War I necessitated an increase of American naval strength in the Atlantic. Thus, in December 1917, the ship steamed south from San Diego, transited the Panama Canal, and proceeded to Bermuda where she took up duty as base and repair ship.

In April 1918, *Alert* returned to the west coast and resumed duties as a Pacific Fleet Torpedo Flotilla submarine tender based at San Pedro, Calif. That assignment occupied her for the remaining four years of her naval career. When the Navy adopted the alphanumeric system of hull designations on 17 July 1920, she was classified AS-4. On 9 March 1922, *Alert* was placed out of commission at the Mare Island Navy Yard. She was sold to A. Bercovich Co., Oakland, Calif., on 29 July 1922.

IV

(Steam launch: dp 35; l. 61'6"; b. 11'3"; dr. 5'2"; dph 5'; s. 7 k.)

The wooden-hulled steam launch *Lucy F*—built in 1896 at Middletown, Conn.—was acquired by the United States Revenue Cutter Service (later incorporated into the Coast Guard) in November 1900. After refitting at the James Reilly Repair and Supply Co., the craft, renamed *Alert* by 7 January 1901, arrived at New Orleans on 14 June 1901. Three days later, she headed for Mobile, Ala., where she arrived on the 20th. The launch operated out of Mobile during the next four years before spending three months on quarantine duties out of Gulfport, Miss. (12 August to 23 October 1905). Soon thereafter, she resumed her regular duties out of Mobile.

With the coming of war in Europe in August 1914, *Alert* began boarding duty in Mississippi Sound, enforcing the navigation laws. Occasionally, she interrupted her discharge of these duties to carry out special assignments. In March 1915, she took a committee from the Alabama legislature on a cruise to examine oyster beds; and, the following August, carried members of the Alabama National Guard to the target range on Mobile Bay.

Transferred temporarily to the Navy on 6 April 1917 with the American entry into World War I, *Alert* operated under naval control for the duration of hostilities and into the following summer. Returned to the Treasury Department on 28 August 1919 (her name being stricken from the Naval Vessel Register simultaneously), *Alert* was subsequently sold to the Mobile Gulf and Navigation Co., Mobile, Ala., on 21 August 1920.

V

(MB: t. 39; l. 75'0"; b. 12'0"; dr. 3'9"; s. 15.6 k.; cpl. 11; a. 1 1-pdr.)

The motorboat *Alert*—built in Neponset, Mass., by George Lawley and Sons, in 1913—was acquired by the Navy under free-lease on 12 May 1917 from DeWitt T. Cuyler, of Philadelphia, Pa., for use as a section patrol boat. Designated SP-511, *Alert* was commissioned on 31 May 1917.

Assigned to the 1st Naval District, *Alert* performed local patrol duty at the Portsmouth (N.H.) Navy Yard and in the Boston area for the remainder of World War I. Decommissioned at Lawley's shipyard on 25 November 1918, two weeks after the signing of the armistice, the boat was returned to her owner on 30 November 1918.

Alex Brown

(Tug: t. 119; l. 90'; b. 24'8"; dr. 8' (mean); s. 8.5 k.; cpl. 6)

Alex Brown—a wooden-hulled, twin-screw harbor tug completed in 1912 at Tottenville, Staten Island, N. Y., by A. C. Brown and Son—was acquired by the Navy on 30 September 1918 from the Aransas Dock and Channel Co., Port Aransas, Tex.; designated SP-2725; and arrived at the Naval Station, Key West, Fla., on 11 October 1918, to serve in the 7th Naval District.

Based at Key West, *Alex Brown* performed tug and tow duties through the armistice and into 1919. Highlighting her first year was the craft's towing the capsized wreck of the burnt out *Santa Christina*, which was first sighted on 9 July 1919, burning fiercely near Rebecca Shoals (some 25 miles from Key West). Two subchasers—*SC-104* and *SC-320*—removed the 34 passengers and crew from *Santa Christina* before she turned turtle. Later that day, *Alex Brown*, in company with *SC-145*, arrived on the scene to investigate. On the 12th, since the hulk was a menace to navigation, the tug pulled it from the main stream of shipping traffic to a rarely frequented area in Key West's upper harbor.

On 17 July 1920, during the fleet-wide assignment of alphanumeric hull numbers, *Alex Brown* was classified as a harbor tug, YT-31. That autumn an event occurred which resulted in the second highlight of her naval service. On 14 November 1920, the Standard Oil Company tanker *SS Caloria* grounded in a precarious position at the mouth of the harbor, endangering "life and property" in so doing. Since no other tug was available, Commander, Naval Station, Key West, ordered *Alex Brown* to help the tanker out of her predicament, and she carried out the mission with alacrity and skill.

Ten days later, on 24 November 1920—in keeping with the Navy's policy of giving its built-for-the-purpose tugs Indian names—*Alex Brown* was renamed *Saco*. She retained this name until she was struck from the Navy list on 12 October 1926. She was sold to N. Block and Co., of Norfolk, Va., on 2 May 1927.

Alex Diachenko

On 1 March 1945, some three months after her commissioning, *Alex Diachenko* (DE-690) was renamed *Diachenko* (DE-690) (*q.v.*).

Alexander

(ScStr: dp. 6,181; l. 342'3½"; b. 43'0"; dr. 23'0"; s. 10 k. (max.); cpl. 68; a. 2 6-pdrs., 2 3-pdrs.)

Alexander—a screw steamer built in 1894 at Stockton-on-Tees, England, by Richardson Duck & Co.—was purchased by the Navy from New Star Blue Line Steamers on 25 April 1898 and was commissioned at Norfolk on 2 June 1898, Comdr. William T. Burwell in command.

Converted to a collier, *Alexander* served on the Atlantic station supporting the blockade of Cuba during the Spanish-American War. On 2 November 1898, the ship was decommissioned at Norfolk. Although she remained out of commission until the spring of 1900, it appears that she made a merchant cruise with a civilian crew—probably in 1899. On 4 March 1900, *Alexander* was recommissioned at Norfolk for duty in the collier service.

Over the next year, she made one round-trip voyage from the Atlantic coast to the Asiatic station with coal and stores. In the fall of 1901, she voyaged to South American Atlantic ports and thence, in January 1902, rounded Cape Horn and steamed on to Hawaii. The collier entered port at Honolulu on 19 February 1902 and remained there until 13 March at which time she headed back to the east coast of the United States. Late in 1902 and early in 1903, *Alexander* made another extended voyage around South America, visiting numerous Latin American ports along the way before returning to Norfolk on 21 March 1903.

By the middle of 1903, the ship was assigned to collier duty with the Asiatic Fleet. Sometime in 1907, she was reassigned to the Pacific Fleet but evidence strongly suggests that she continued voyages to the Far East. On 15 April 1910, *Alexander* was once again placed out of commission—this time at Cavite in the Philippine Islands. She returned to active service on the Asiatic station a little over 14 months later on 6 July 1911. The ship remained active just over two years. She was decommissioned at Cavite on 9 August 1913, and her name was struck from the Navy list on 16 August 1913. Her ultimate disposition is unknown.

Alexander Dallas

On 31 March 1945, *Dallas* (DD-199) (*q.v.*) was renamed *Alexander Dallas*.

Alexander H. Erickson

(Tug: dp. 150; l. 66'6"; b. 19'; dr. 7'6" (mean); s. 9 k.; cpl. 4)

Alexander H. Erickson—a tug built in 1917 by Hall and Miller, of New Baltimore, N. Y., for the Olsen Water and Towing Co., of New York City—was inspected in the 3d Naval District (New York) on 4 February 1918 and was reported as taken over by the Navy on 9 March 1918. The operations of this harbor tug—which was assigned the identification number (Id. No. 2298)—are not reflected in any logs, but sources indicate that her ultimate duty was to handle barges at Norfolk, Va. Recorded as transferred from 3d to 5th Naval District on 20 August 1919, her service in that locale was apparently quite short, since the same source indicates that she was returned to her owner on 28 August 1919. Her name was struck from the Navy list on the same day.

Alexander Hamilton

Alexander Hamilton—born at Nevis in the Leeward Islands in either 1755 or 1757—emigrated to New York in 1772. There, he entered King's College (now Columbia University) in 1773 but interrupted his studies to become involved in some of the events which led to the American Revolution by authoring several pamphlets. When the war did come, he was commissioned the captain of an artillery company. Hamilton participated in the Long Island campaign and the retreat through New Jersey before attracting General George Washington's attention and becoming his secretary and aide de camp in March 1777. He served in that capacity, in the rank of lieutenant colonel, until February of 1781 when, as a result of a quarrel with Washington, he resigned his post. Washington, both magnanimous and pragmatic in regard to Hamilton's ability, allowed him to be appointed to head an infantry regiment which he led brilliantly during the Yorktown campaign.

When the war ended, Hamilton read law at Albany, N. Y., and was admitted to the bar. He served a single term in the Continental Congress before returning to private life and beginning the law practice in New York City. However, he remained active in his support for a strong federal government. Hamilton was appointed a delegate from New York to the Constitutional Convention in 1787 though his work at the convention was of little importance. Far more significant was his almost lone struggle in New York to secure ratification of the Constitution. He waged a fierce newspaper war in favor of its adoption and concocted the idea for the *Federalist Papers*, most of which he wrote alone or in cooperation with James Madison. Though New York at the time was extremely particularist, the sheer force of Hamilton's arguments carried the day and secured the state's adherence to the Constitution at the Poughkeepsie meeting in July 1788. In that year, the young lawyer returned to the Continental Congress and figured prominently in the formation of the new government.

Hamilton was appointed Secretary of the Treasury in September 1789 and immediately set out to establish the nation's credit on a sound basis. On 14 January 1790, he submitted his plan to the House of Representatives; and the document remains one of his lasting contributions to the foundation of the federal government. He argued that the central government should be responsible for all debts contracted during the Revolution—foreign and domestic—including those debts contracted by the individual states. Though the measure encountered fierce opposition, he finally secured its adoption on 4 August 1791.

Hamilton's tenure of office as Secretary of the Treasury lasted until 1795. During that period, the verbal battles with Jefferson—Hamilton's natural antagonist—rose to fever pitch. Both conducted propaganda campaigns in the press, and Jefferson's attacks finally culminated in the introduction of nine resolutions of censure against Hamilton into Congress. The defeat of those resolutions early in 1793 proved a vindication of Hamilton and his policies. Hamilton exercised a great deal of influence over John Jay's negotiations with Great Britain which secured a treaty favorable to the new nation's domestic economy. This meddling in foreign affairs no doubt influenced Jefferson's resignation as Secretary of State at the end of 1793. Jefferson intensified his anti-Hamilton campaign after that because he felt Hamilton to be too speculative at home and pro-British abroad. Domestically, however, Hamilton was secure. He proved that in 1794 when he